

PUTS BLAME ON CAPTAIN SMITH

Veteran British Seaman Says Titanic's Commander Respon- sible for Disaster.

**B'G SUBSCRIPTIONS
FOR THE RELIEF FUND**

Ocean Line of Travel Be Moved Further South.

By Bulletin Leased Wire.
London, April 23—The Titanic disaster still holds first place

in the public minds. The newspapers publish at great length the thrilling details of the evidence given before the senatorial commission at Washington, while the extraordinary flow of money to the relief fund is proof of the

The most noteworthy is the Daily Mail fund, which has been contributed to exclusively by women an d already amounts to £120,000. The Lord Mayor's fund has reached \$545,000 and the Daily Telegraph's \$87,775. The fund at Southampton amounts to \$72,700 and that at

The famous retired steamship commander, Captain McKay, who during forty years in service, made eight hundred Atlantic

women and already amounts to single life, in an interview, says that the blame, in his opinion, attaches to Captain Smith, the commander of the Titanic. The disaster, however, points to the necessity of following a more southerly route, which he says he

"If the existing lane of routes were charted another thirty or forty miles to the south the boats would enjoy clearer weather and less liability of meeting icebergs and add less than an hour to the time. I used to think that vessels of 15,000 to 20,000 tons were too

Shipbuilding firms are overloaded with sudden orders for lifeboats from all sides and are unable to supply the demand.

Fort William, Ont., April 23—Fire broke out in Colville's hardware store on Simpson street at 4:30 this morning and owing to the fact that the water mains were turned off for repairs three stories were consumed. W. G. Colville's hardware, Gregory's pool room and Henderson's outfitting company. The two first-named firms lost, of the North block, a fine store.

Quebec, April 23.—The trial of

charged with the murder of George Leclerc, ended in a conviction for manslaughter, and Cleroux was given ten years in the penitentiary and Gatocho must serve five years. The two men followed Leclerc into a bar room and were seen in argument. Suddenly Cleroux struck the victim a terrific blow on the head. Death resulted a few hours later, at the home of the victim's sister, where the two men

Toronto's Engineer Resigns.
Toronto, April 23.—City Engineer Charles H. Rust has decided to resign from the service of the city of Toronto to become city engineer of the city of Victoria, B.C. Mr. Rust's present salary is \$4,000. He has been offered \$2,500 a year, one month's

Victoria in ten days or two weeks' time to assume his new duties. Mr. Must is popular here and general regret is expressed at his decision to leave.

(Continued from page 6)

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Tried and True

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INDIA AND CEYLON TEAS

Robert Will Officials

Prince Albert, April 23.—In reply to the letter which the city council through Mayor Martin sent to Hon.

Robert Rogers, Minister of the Interior, asking him to turn the first of the C. N. R. Hudson Bay railway from this city, Mr. Rogers

says he expects to return west in May and if not too late will officiate at the initial and turning for the Hudson Bay road to be built from here.

Beautiful Seven Room Fully Modern House

IN WEST END

A high class home just completed and built of the best material throughout and finished in a first class manner. Four sleeping rooms, with extra spacious hall, and large clothes closet with each room. Open fireplace and beautiful mantel in parlor; polished bird's eye maple floors throughout; two large stairways leading upstairs, front stairway having open bannisters; full basement with first class furnace and stationary water heater, also fine soft water cistern; basement has outside entrance. This house is excellently located and is worth a thousand more than the price asked and will advance in value rapidly.

For full information and terms apply to

Richardson & McMillan
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Fully Modern House

Eight Rooms

On Victoria Ave. West of 12th Street

Price \$7500

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FOR SALE ONE WEEK ONLY

The North West Corner of Jasper Avenue and Namayo Avenue, being 54 feet on Jasper Ave. by 106 feet on Namayo Ave., running to 85 feet on Lane.

Price \$1,650 per front foot on Jasper Ave.

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57 JASPER AVE. W.

DID YOU EVER STOP TO THINK

Where all the people must live who will be coming to this City in the next few years?

If you did, **EMPIRE PARK** must answer for some.

If you did not, **EMPIRE PARK** will help some. \$150 up believe us. Lots today are from

Mountfield & Graves
71 McDougall Ave.

R. H. Graves
615 First Street

The order is for the lifeboats—it is

"I couldn't believe it at first, but when I saw my cabin and changed to some heavy clothes. The witness said when he got on deck the boats were being prepared for lowering on the port side.

"The women came forward one by one, many accompanied by their husbands.

"They would only allow women to the railings. The men had to stand back. The second officer stood there and saw that the order was enforced. So men passengers got in the first boat.

"Did you see any man attempt to get in?" asked Senator Smith.

"No, the boat was safely lowered.

"No, the boat was safely lowered. There were about 24 or 25 persons in it. Then we turned to the next boat. I was surprised that the sailors were not at their posts as they should have been. I have seen the drills, and the action of the sailors did not impress me.

"They seemed to be short of sails around the lifeboats, where I saw a man climb on deck and seemed to me that about 100 stokers came up with their many sacks and joined the crew on the deck.

"One of the officers, a splendid man, drove their fight off the deck. He drove them like sheep.

"When we got to the next boat a quartermaster and sailor were put in and the boat was then filled with women and children. We called out for more women and some wouldn't leave their husbands.

Major Penchen said he had got into the lifeboat by sliding down a rope from the deck. Captain Smith, he said, had told him to break out a window and get into the boat that way, but the major did not think that Captain Smith was right.

Refused to Turn About

Major Penchen said that in his life boat the women were in charge. He was a woman row while he held the tiller, steering for a light, which he said he could see. The quartermaster refused to turn the boat around to pick up survivors, said the witness.

"When we began to hear signs of the breaking up of the Titanic we heard a sort of a call for help after the women began to scream and shout. I think the Titanic's lights were still on. Then there was an explosion, then another. I think we were about 5.5 of a mile away."

"It was horrible to listen to. But the sounds grew fainter and fainter. I think we were about 5.5 of a mile away."

"He did not see the vessel sink but his theory was that the explosions were above water, caused by the heavy machinery. The Titanic started to dive down by the head.

"How many explosions were there?" "About three, but I was excited."

"Did you see the captain after he told you to go below and get through the window and a life boat?" "No, I never saw him again."

"Did you see him before the accident?" "I think I saw him about seven o'clock in the companion way."

"The first thing he was attentive to his duties."

"Yes, I do."

Major Penchen said the life boat he was in was equipped with everything required. Some of the boats he heard were not sufficiently equipped with food. When he got on the Carpathia he examined several of the life boats and found they had light, hard tack and water.

"Did the women row in the boats?" "Yes, and they were very plucky about it too. They worked with a will. One helped me until she came ill, from the hard work and was forced to cease."

"Do you know who these women were?"

Women Who Assisted

Major Penchen said that Miss B. A. Norton, of Aston Lane, London; Miss Walter Clark, of Los Angeles; Miss Louise L. Smith, Huntington W. Va.; Mrs. Cavendish, New York; Mrs. Walter Douglas, Minneapolis; and Mr. and Mrs. G. B. Burnham, of Denver, were among others in boat, many of them handling oars.

Major Penchen said that the impact was so slight that some of the passengers were not awakened. He said no alarm was sounded.

Two young women, he said, whose state room was close to that of Col. John Archibald, were awakened by Mr. Archibald, who led them on deck.

"Did you see Mr. Ismay, that man?" asked Senator Smith.

"I think I did. He was standing on the port side of the boat deck about an hour after we struck. I did not see him again until we came aboard the Carpathia."

The Major said there was still room in some boats which left from the port side and he couldn't understand why more men were not taken off.

Did Not See a Single Body

"The Carpathia steamed all round the scene of the wreck and we did not see a single body."

"The Major said: 'It seems strange to me, as I should think that the life boats would have held the bodies up, and or alive, or four or five bodies. He said he was certain that none could have lived in the icy water for more than an hour.'

"Several who were on the upturned boat and were rescued and who had their feet in the water," he said, "kept them alive by clenching each other. Their feet were frozen."

Several Senators asked if the fact that there was no general alarm sounded after the collision might account for the fact that many women failed to appear on the decks in time for the life boats.

"From what you observed, was there proper discipline on the part of the crew in loading the life boats?"

Were Too Few Men

"Those of the crew that I saw working in lowering and filling the boats couldn't have been better but they were too few. I was surprised not to see more sailors at their stations and also surprised that more

(Continued on Page Eight)

JASPER PARK

SPELLS OPPORTUNITY

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Here is your opportunity. Will you let it pass? Influential men, alive to the sure returns from our property bought at such a rate that more than half the lots were sold in one week. Our property is self-advertising. If you are wise you will call or phone to us. **WHO ARE THE RICH TODAY?** Simply the men who seized the opportunity when it presented itself. West End realty, with all its present and future improvements offers you just such another chance as perhaps you may have missed in the past. Avoid future regrets by taking it. May we call your attention to our magnificent residential lots immediately south of Jasper Place, in

JASPER PARK

The balance of this property is being placed on the market now at its original price.

On May 15th, the price of each lot will be advanced \$50.

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Terms—\$100 cash, and balance in Eight Quarterly Payments.

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J. A. Looby has removed his harness store to No. 44 Queens avenue, opposite the Imperial Hotel, where all old customers will be welcome and as many new ones as possible.

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The price is a sure always—whether the garment is \$15, \$18, \$20, \$25, or as good as \$30 and \$35. For we tailor the most expensive cloth now—the exclusive weaves that the high-priced tailor asks \$40 and \$50 for.



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"Geel! It's Good"

You're right Sonny Boy, Nyal's Tooth Paste is good. It's the mild spearmint flavor that gives it that fine taste. And it acts as a splendid saver of the teeth. Activity of the saliva and mouth secretions helps to cause tooth decay. Nyal's Tooth Paste corrects this acid condition and thus checks the harmful action on the teeth. He tries and give Dad, Mother and Sister each an introduction to Nyal's Tooth Paste. They'll like it as well as you. It'll save their teeth too. Price 25c.

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It is Another Dr. Beattie Nesbitt They Arrested in Chicago

The Strangely Tragic Game Fale Has Played With This Man—Cannot Decide About Coming Back.

(Harry W. Anderson in The Toronto Globe.)

Chicago, April 23.—"I cannot tell you yet, I am trying to decide, I am hard to know which is best, whether to return to Toronto voluntarily at once—or I have no fear of the ultimate outcome—or to stay here for the time being, fight extradition and force them to show their hands."

So spoke Dr. Beattie Nesbitt, pacing the floor of the modestly furnished visiting room of the great court building situated almost in the heart of the city, during the course of an hour's interview with the Globe this afternoon. The door of the room was kept open. A guard stood in the corridor watching, while a few steps beyond were Superintendent J. J. Rogers, of the Chicago Police, and Detective William Wallace, of the Toronto force, in conference with the prison warden. The interview was secured by permission of the attorney-general's department, relayed by the written order of United States Marshal Sims and the consent of Dr. Nesbitt.

The Doctor's Career.—It was strange, tragic, Fale has played her game cruelly with this man. Fale, a graduate of the University of Toronto, a



Western Canada COQUITLAM

WILL CONCENTRATE AT

Pacific Supplementary operating terminus of the Canadian Pacific Railway, which has started to build there the largest railway terminals in Pacific America; also objective point for other great railway systems; deep-water port and coming industrial and manufacturing centre.

Your Big Opportunity Renewed

IF you had bought lots on the business street of Vancouver years ago you would now be worth a fortune. Lots which started at \$8.00 a foot and less are now worth \$4000 to \$5000 a foot. Dozens of people who had grand opportunities to get these lots when they were cheap and when Vancouver was small, now say, "If I had only bought a 25 foot lot I would now be worth \$100,000." The same thing might be said regarding Winnipeg, and in a lesser degree Calgary, Edmonton, Saskatoon, Regina, and half a dozen other places in Western Canada.

LET US TELL YOU right here and now that YOU have these opportunities renewed—not in the innumerable townsites now on the market all over the country, because there can be only a FEW REAL METROPOLES, but in COQUITLAM, which some conservative people say will have fifty thousand people in five to ten years.

What Will Make COOUTLAM?

First of all the mighty Canadian Pacific Railway, the greatest transportation system in Canada, will have at Coquitlam its great railway terminals. There is not one city or town in all Western Canada, started by the C.P.R., where initial investors have not made money. The railway will ultimately expend millions here and work has already commenced on a 48 stall roundhouse and the first terminal unit of 25 miles of yards. Nearly a thousand men are or are about to be employed.

Since the C.P.R. less than a year ago decided to establish at Coquitlam yards and other facilities which would do for all time, other great transportation systems have had their eyes on Coquitlam. Ask any railway man, any shipper, any business man, what the advent of competitive railway systems mean to a place. They will tell you that such incalculable advantages will accrue to that

city in the shape of trackage, car storage, freight rates, etc., all competitive, that manufacturers, wholesalers and all kinds of businesses will flock there bringing with them hundreds of employees. This is exactly what is happening at Councilbluffs.

COQUITLAM WILL BE THE FRONT DOOR TO CANADA
in its relation to the shipment of grain and a hundred and one other commodities into and out of the country. It has been estimated by railway officials that the three Canadian roads will ship one hundred million bushels of wheat each to the European markets via the Pacific and the Panama Canal the first year the canal is ready for business. To a thinking man this one item of grain alone is wonderful, but when all the commodities which depart from and enter Canada are included the effect is staggering.

It is perhaps not generally known that the continent of Asia alone contains nearly one-half of the whole world's population. The

Oriental races are just now waking up rather suddenly to Western civilization and all that it implies. That means a large increase in Pacific commerce. Vancouver and Coquitlam are on the short route. That is another reason why the C.P.R., with big, far-sighted eyes at its head, is building the Coquitlam terminals.

The Pitt River Harbor

The Canadian Pacific has acquired extensive waterfrontage on the Pitt River, which at COQUITLAM averages 200 feet deep at low tide and is only twenty miles from the Pacific. This acquisition is significant in view of the fact that the Panama Canal will be ready for traffic in two years. It is said to be the plan of the railway to build at COQUITLAM terminal grain elevators, to handle the millions of bushels of grain which the prairie provinces will ship seaward. It is conceded that most of the grain exported from Alberta and Saskatchewan will go to the world's grain markets via the Pacific when the Panama is completed.

Some Late Developments

Almost every day big things are announced for COQUITLA M. Its transformation from a forlorn junction point to an embryonic metropolis inside of a short six months has been so rapid as to surprise even the most sanguine enthusiasts, among them ourselves.

Among the new enterprises are the Brown-McKay lumber mill which employs forty men at the start; two other lumber mills, a large hotel, an industrial trunk line railway (the finest trackage layout in Western Canada) to be built by themselves at a cost of \$30,000. One hundred buildings have recently been completed or are now in course of erection. There are twenty residences in one small part of the township that have been erected within six months.

COQUITLAM is so situated in relation to the whole of Western Canada, the province of British Columbia, now on the eve of an era of unprecedented development and prosperity, and the Vancouver Metropolitan District, that it must and will become a big city.

As we said before, you have thrust, in front of your face the Winnipeg, Calgary, Vancouver opportunity of a few years ago. Thousands of others are realizing this fact. If YOU realize it, don't lay this paper away till you have filled in and torn out the coupon. Mail it to us today and if you want further information write us an accompanying letter. But sign the coupon anyway before prices advance—it costs you nothing to learn fully about this wonderful opportunity.

PRICES:

Business Property \$600 to \$1500.

Residential Property \$250 to \$900.

Easy terms if desired.

Prices of Waterfrontage and Industrial Sites Quoted on Application

Coquitlam Terminal Company, Limited
Coquitlam Townsite Company, Limited

Owners of the Townsite
Vancouver, B. C.

General Agts. for Alberta: **DAVID KIRKPATRICK,** LEESON LINEHAN BUILDING **CALGARY, ALTA.**

Copy to Terminals Co., Ltd.,
 1, Lombard Street,
 Vancouver 40, B.C.
 Sept. 17,
 At long last, liability for damage on my part, most kind
 and generous, etc., of the Marine Group (including Terminals Co.)
 of the Canadian Pacific Railway, notice of loss, etc.

1912 TO BE RAILROAD YEAR FOR ALBERTA

Province's First Minister Sees Great Development Ahead in Present Year.

NEW SETTLERS CROWDING IN FOR FARMS AND TO WINS

All Three Railways Have Planned Extensive Construction Work for the Year.

Winnipeg, April 22.—Hon. A. L. Sifton, premier of Alberta, left here for Edmonton today after returning from the East. He feels quite optimistic over the prospects for Alberta this spring. Spring opened up early and was drier than has been known for twenty years. Seedling started early and has been proceeding with under very favorable conditions. A larger acreage than ever before has been planted, and so far as can be guessed in advance the prospects are favorable for a bumper crop.

No settlers for both the farms and towns are crowding in at an unprecedented rate. It is fast becoming difficult to get homesteads in the south, though land for sale is plentiful. The great rush, however, is to the Grande Prairie and the Peace River valley, which have received great attention of late and appear to be the favorite points this year for the great bulk of newcomers.

Banner Year for Railroad Expansion.

This will also be a banner year for Alberta in regard to railroad work. The Canadian Pacific will have its branch east from Lethbridge and one south from St. Albert, and the Great Northern will have its branch east from Lethbridge and one south from St. Albert. The Canadian Pacific will have its branch east from Lethbridge and one south from St. Albert, and the Great Northern will have its branch east from Lethbridge and one south from St. Albert.

72 ARE DEAD AND 200 INJURED BY TORNAO

Late Reports From the Storm-Swept Area (Continued) And Death Toll Rises to 72. Casualties in a Dozen Other Wind Storms.

Chicago, Ill., April 22.—The latest figures regarding the storm which swept over Illinois and Indiana Sunday show 72 dead, nearly 200 injured and nearly 100 families in a destitute condition as a result of the storm. More than 100 houses were demolished and property loss totals several hundred thousand dollars. The greatest damage was done at Bush, Illinois. Longmont, Camp, Fremont and Kanabook, Illinois and Missouri, Indiana, Georgia, Denver and Algonquin, Ontario, all reported damage to various degrees.

The dead and injured follow: Bush, Ill., 15 dead, 100 injured. District east of Bush, Ill., 3 dead, 20 injured. Martin, Ill., 17 dead. Wilkesville, Ill., 3 dead, 10 injured. Marysville, Ill., 2 dead, 5 injured. Camp, Ill., 2 dead, 1 injured. Kanabook, Ill., 1 dead and 2 injured. Algonquin, Ill., 2 dead, 1 injured. Fremont, Ill., 2 dead.

At the end of the storm, the District near Morris, Ind., 2 dead. Seventy-five families are homeless and destitute in southwestern Illinois, and the families are being helped from the state. Officials of the St. Louis, Iron Mountain and Southern railway led by W. D. Merrill, district superintendent, are looking after the survivors. Christian, S.C., April 22.—Four persons are known to have been killed and many others injured yesterday when a tornado swept down upon Reesville, Graham, St. George and Alton, S.C. Houses, fences and trees in the path of the storm were blown down.

St. Paul, Minn., April 22.—The remaining of the tornado which swept down upon the city of St. Paul, Minn., yesterday, has resulted in the death of one person and the injury of many others. The tornado was the most powerful ever seen in the city.

who have been raising large crops for some time. The C.P.R. has been strongly urged to start this line from St. Paul to the city of St. Paul, Minn., as a much needed outlet for the large district tributary to their lines, but too late for profitable handling.

The Grand Trunk Pacific has been some consulting the C.P.R. as to the best way to handle the traffic on the line. The C.P.R. has been strongly urged to start this line from St. Paul to the city of St. Paul, Minn., as a much needed outlet for the large district tributary to their lines, but too late for profitable handling.

The Canadian Northern has been making heroic efforts to cope with Alberta's requirements. Track-laying gangs are at work on the Goose Lake extension of the Canadian Northern, the Braxton coal field line and the Athabasca Landing line, the last named of which is expected to be opened for traffic with an excursion to the Landing about June 1st.

Contracts have been let for the completion of the line from Calgary to Macleod this year and construction will start by May 1st. Contracts have been let for the completion of the line from Calgary to Macleod this year and construction will start by May 1st.

CITY OF REGINA LETS CONTRACTS FOR SEWER

City Secures Details of Ontario and Manitoba Four Mills by Guaranteeing to Buy at 10 Cents per Bushel. Will Have Capacity of 20,000 Barrels.

Regina, April 22.—At last night's meeting of the city council, the R. M. of Regina, was appointed permanent city medical health officer at a salary of \$2,500. Contracts for the town of the big trunk sewer now being planned by the city were let. Canadian Lumber Co., Regina, \$14,133; American Lumber Co., Regina, \$12,512; H. J. Lecker, Regina, \$12,500.

The first reading was given to the plan authorizing an agreement between the city of Ontario and Manitoba. The plan provides for the city of Ontario to purchase four mills at a price of 10 cents per bushel. The plan also provides for the city of Ontario to purchase four mills at a price of 10 cents per bushel.

C. P. R. Notchmen Killed. Moose Jaw, Sask., April 22.—While Charles Marshall, a notchman on the C.P.R. railway, was in the act of making a fly in the night, he was killed by a train. The train was carrying a load of lumber and was traveling at a high speed. The train was carrying a load of lumber and was traveling at a high speed.

Monahan, Assistant Attorney. Quebec, April 22.—By a majority of 11 votes the town of Monahan yesterday voted against annexation to the city of Quebec. The vote was 11 to 10. The town of Monahan is a small town located in the city of Quebec.

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CO. LTD

Incorporated under the Laws of Alberta, April, 1912

Capital Stock \$1,000,000.00

Par Value of Shares \$1

Non Personal Liability

Home Office—Suite 700, Tegler Block, Edmonton, Alta.

Officers and Directors:

CHAS. H. BELL, Esq., President

CHAS. E. MERWIN, Esq., Secretary

WILL C. DUNN, Esq., Vice-President

G. S. ARMSTRONG, Esq., Mayor of Edmonton, Director

GEO. HARCOURT, Esq., Director, Deputy Minister of Agriculture

A. W. HAVERMAN, Esq., Treasurer

ROYAL BANK OF CANADA, Depository

HENWOOD & HARRISON, Solicitors.

THE SECURITY COAL MINES COMPANY, LTD., offers an investment opportunity for every factor for Safety, Large Dividends, and Quick Advance over price paid.

WHAT MAKES FOR SAFETY IN AN INVESTMENT?

Manufacturing or dealing in "a staple"—that is, something all people must have and use daily—makes for the factor of safety. Consequently the only absolutely safe investments are those based on lands which produce food, clothes, and fuel, and in a cold country where there is no fuel but coal it must follow that investments in coal and coal mining, judiciously selected, combines all the ideal and actual factors for safety. You buy a home and it lasts for generations, but you must have fuel, in Canada coal, every day. Another thing coal properties grow in value every day as population increases, and the quantity and quality of coal which can be cheaply mined is accessible to cheap transportation, decreases.

PROPERTY.

THE SECURITY COAL MINES COMPANY, LTD., has eight hundred and eighty (880) acres of coal lying in a compact body, the south line paralleling the Grand Trunk Pacific Railway at a distance of a little less than a mile at Wabamun station, on the main line, about 45 miles west of Edmonton. There are two developed mines on the property from which many cars of coal have been shipped, one being a shaft which has used horse power to raise the coal a distance of about 40 feet; the other is a tunnel or drift mine, the quality of the coal being the same in both. The tunnel mine is a little less than one mile from Wabamun, and from Wabamun it is a very gradual ascent to the portal of the tunnel, at which point the surface rises very abruptly to a height of from 75 to 100 feet above the railroad tracks, which is the average height of all the lands north, at an average of a mile from the railroad. There are at these two mines sufficient tools, cars, etc., to work them on a small scale.

VEINS OF COAL, CHARACTER, ETC.

There are THREE VEINS on all of the 880 acres. The first being thoroughly exposed and worked is encountered at a distance of from 30 to 35 feet from the surface and averages from FIFTEEN TO TWENTY FEET IN THICKNESS; the second is found at a distance of about 60 feet from the surface and has an average thickness of from FOUR TO SIX FEET; the third vein is found at a depth of about 90 feet from the surface and has an average thickness of from TEN TO SIXTEEN FEET. Only from six to seven feet have been mined, and taken from the very best of the upper vein. Geologists and mining engineers estimate there are SIXTEEN MILLIONS OF TONS OF MARKETABLE COAL in the upper vein alone, and of the very highest grade coal for general purposes, found in a large area. It is absolutely free from bone, shale, clay or other foreign matter and in a ton there is not one pound of clinker; it burns with a light blue flame, a small and large users of coal after giving this coal a thorough try-out say it goes from 17% to 25% further than any other coal ever put on the Edmonton or Saskatoon markets.

CCST OF MINING, ETC.

During the last winter the cost of mining, including the hauling of the coal to Wabamun by teams, and loading on the cars, was less than one dollar and fifty cents per ton but by installing a switch for a mile to the mine, building large trucks, putting in the necessary machinery to mine on a large and economical scale, the coal can be mined and loaded

onto the cars at a cost of not to exceed one dollar a ton. It is a dry mine, and there can never be any water troubles in mining from the upper vein. The coal is taken down with picks, no blasting, one miner being able to pick down from 20 to 25 tons per day, which makes it cheap mining; no heavy timbering is required and there is plenty of timber on the lands to last for many years to come.

MARKETS, ETC.

Every person who has lived in Edmonton, Saskatoon, or any of the neighbouring towns and cities for the past six months or longer, is fully aware of the fact that the production of coal has never kept in sight of the demand. Much coal of a low grade has been sold on the streets of Edmonton the past winter which could not have been given away had coal from the SECURITY COAL MINES COMPANY, LTD., been obtainable.

One large user of coal after having given this coal a try-out by using 28 cars load has made an offer for the entire output of the mine at a price which will net the SECURITY COAL MINES COMPANY, LTD., a profit of over ONE DOLLAR PER TON. The Company will probably put in its own retail yards at Edmonton, Saskatoon and other towns and make a profit of at least ONE DOLLAR AND FIFTY CENTS a ton.

REMARKS.

One of the leading coal mining engineers of Canada, with an international reputation was employed to visit, thoroughly examine and report on all the different mining coal districts of Alberta. In brief he reported to the effect that the coal now owned by the SECURITY COAL MINES COMPANY, LTD., is the best and highest grade coal for all general purposes found in Alberta, besides being the cheapest of most easily mined, etc. He further reported that the quantity of the coal of even a fair quality to be found in Alberta, accessible to markets, is very largely over-estimated. It is within the memory of men of middle age that coal lands in the States were a drug on the market, "because there is so much coal it can never be worth anything," and today that same coal is assessed at from \$3.00 an acre and upwards. It will not be many years (prices move fast in this country) when such coal, quantity and quality, right on one of the big trunk lines of Canada, can be bought at less than \$2.00 an acre to \$2.00 per acre. It is only a few years since the iron lands near Duluth were considered almost valueless, "there is so much iron, all northern Wisconsin and Michigan are underlain with iron," and now even 40 acres of that same iron land sells a fortune. It sells now on a basis of 1 ton 25 cents to 50 cents per ton of iron under ground. The great and far seeing "Jim" Hill said in his sworn testimony in Washington, D.C., a few weeks ago, that he would not take one dollar a ton, cash, for the iron he owned in northern Minnesota, in the ground. He further stated the present generation has no idea of the future value of the iron, coal and copper mines in the West. The States of the West are full of coal it is gone forever, and there is some salvage in iron and copper by re-using.

IMMEDIATE DEVELOPMENTS

It is the intention of the SECURITY COAL MINES COMPANY, LTD., to develop their coal properties to the last degree of EFFICIENCY and ECONOMY in coal mining, and it will be done under the personal direction of one of the best and most experienced coal mining engineers money can retain. There is to be no long-drawn-out intervening period

between the present and the future period of fruition. It is the policy of the note of this enterprise that every cent derived from the sale of treasury stock will be put to the sale of the mines, and getting out the COAL, which spells D I V I D E N D S. At the very close only \$800,000 of the capital stock will be issued now, thus leaving \$200,000 in stock in the treasury for future use, with which to acquire more coal lands, develop more mines, or to whatever use the Directors may deem for the best interests of the stockholders.

DIVIDENDS

To pay an annual dividend of ten cents a share on \$800,000 shares the company will have to mine and sell less than eighty thousand tons of coal a year. At a conservative estimate the company should pay from 15% to 25% annual dividends, which with the increase in value of the coal should make the stock have an actual value of from Two Dollars upwards a share.

A CONSERVATIVE ESTIMATE.

Is that within two weeks after the railroad switch and other betterments are installed the tunnel mine can be shipping 100 tons a day, and gradually increase to a daily output of 1,000 tons. In increasing the output there is no dead work like in copper or lead-silver, or gold mining; the work being gradual and all the time in shipping coal. The following table will show for a measure what the net minimum profit will be based on only one dollar per ton profit, while the actual profits will be from a dollar and a half to two dollars a ton. No provision is made for the gradual increase but which is allowed for last time, etc.

For the first three months, 100 tons daily output	\$ 9,000.00
For the second three months, 300 tons daily output	27,000.00
For the third three months, daily output 500 tons	45,000.00
For the fourth three months, daily output 750 tons	67,000.00

Net profits for the first 12 months, as per above \$148,000.00

At the end of the above 12 months it is proposed to have the mine shipping 1,000 tons daily. If the SECURITY COAL MINES COMPANY, LTD., should accept an offer made for its entire output the net profits on a daily output of 300 tons will be over \$400 a day, with profits per ton increasing with increased output.

The Security Coal Mines Company, Limited, has made its First Allotment of only 100,000 shares at 80 CENTS SHARE (par value One Dollar, non personal liability; non-assessable) to the citizens and up-builders of Edmonton and vicinity—exclusively.

Next Allotment will be at par.

YOU should own some stock in the SECURITY COAL MINES COMPANY, LTD., not only because the Directors of the Company knowing a good and safe investment, have put their own money in, but you should assist in making what will be the best coal mine in Alberta. REMEMBER that COAL is one of Alberta's greatest, single assets. Application for shares may be made through any branches of the Royal Bank or direct to the Company. WE ADVISE YOU TO CALL AND SEE US AT OUR HOME OFFICES TODAY OR WRITE INCLOSING CHEQUE FOR THE NUMBER OF SHARES YOU DESIRE TO PURCHASE. The money derived from sale of treasury stock will be sold on payments. A limited number of shares will be sold at once, the right is reserved not to fill any applications for shares by reason of prior sale, withdrawal from the market, or increased price.

Security Coal Mines Company, Limited

Suite 700, Tegler Block, Edmonton, Alberta

Patron and President of the Canadian Highway Association. HILL, THE DUKE OF CONNAUGHT (PATRON) AND W. A. KIRBY (PRESIDENT), who hold the two chief positions in connection with the Canadian Highway Association, which is aiming at the construction of a national highway from Halifax to Vancouver—Within the next few years a road more than 2,000 miles long, over which an automobile can travel from coast to coast in safety and comfort, will be an established fact.

